

COMMENDATION.

The Secretary of the Navy recently forwarded a letter of commendation to Lieutenant (jg) William L. Wright, U.S.N., for the prompt and intelligent manner in which he acted when he dove overboard and rescued a man from drowning, although a strong tide was running at the time.

SELECTIONS FOR LIGHTER-THAN-AIR FLIGHT TRAINING.

The following officers have been selected for lighter-than-air flight training:

Lieut. Comdr. Francis H. Gilmer, U.S.N.,	
Lieut. Frederick C. Sachse,	"
" Charles C. Anderson,	"
" Henry G. Moran,	"
" Logan McKee,	"
Lieut. (jg) Gerald D. Zurmuehlen,	"
" " Michael F.D. Flaherty,	"
" " David R. Hull,	"

The following officers are recommended as alternates in order of acceptability:

Lieut. (jg) Martin C. Burns, U.S.N.,	
" " Daniel J. Weintraub,	"
" " Joseph D. McKinney,	"

SELECTIONS FOR SUBMARINE SCHOOL.

The following officers have been selected for Submarine School, New London, Conn., for class beginning 5 July 1934.

BENSON, Roy S.,	Lieut. (jg)	WILLIAMS, Henry, Jr.,	Ensign
STOVALL, Wm. S., Jr.,	" "	KING, Robert D.,	"
DODGE, Harry B.,	" "	CASSEDY, Hiram,	"
CARMICK, Edward S.,	" "	BAKER, Harold E.,	"
LEE, John E.,	" "	HULL, Harry,	"
CORBUS, John,	" "	WEEKS, Robert H.,	"
HOLLEY, George M., Jr.,	" "	BROWN, William W.,	"
McMILLIAN, Ira E.,	" "	ABRAHAMSON, Ernest P.,	"
DEALY, Samuel D.,	" "	UNDERWOOD, Gordon W.,	"
GROSS, Royce L.,	" "	GROULEFF, Paul H.,	"
AZER, John B.,	" "	WHITE, Theodore H.,	"
BROSSY, Henry E.,	Ensign	WOODWARD, Edwin E.,	"
THOMAS, Willis M.,	"	PERKINS, Wm. B., Jr.,	"
REYNOLDS, Jas. R.Z.,	"	HYDEMAN, Earl T.,	"
DANIELS, Donald V.,	"	PARKER, Frank M.,	"
CRANE, Richard H.,	"	BRINDUPKE, Chas. F.,	"
FITZGERALD, John A.,	"	MC CREA, Victor B.,	"
GASTERLAND, Clarence L.,	"		
HOGAN, Thos. W., Jr.,	"		

TRAVEL PERFORMED UNDER ORDERS.

The Bureau has received a number of requests from officers requesting permission to travel by privately owned automobile in carrying out orders involving permanent change of station, when transportation of dependents is not involved.

As the provisions of the Economy Act no longer apply to travel performed by naval officers under orders, an officer who receives orders directing him to perform travel, the method of travel not being specified, is at liberty to choose the method by which the travel is to be performed. However, when the orders do not specify, the assumption is that the travel in the United States will be performed by rail and the allowance for travel time will be computed on the basis of the time required to perform the travel by rail, and an officer should be guided accordingly in reporting for his next duty. For example, if the orders involve travel which by rail will require three days and the officer desires to travel by a method requiring a longer time than the total of travel time plus the time allowed by Navy Regulations before reporting for duty, he must obtain permission from the Bureau for the necessary delay but need not ask for authority to perform travel by privately owned automobile. He is entitled to mileage regardless whether the travel is performed by rail or privately owned automobile.

The above has reference to travel by officers only, NOT DEPENDENTS.

REPORTS AFFECTING PAY STATUS OF ENLISTED MEN.

The Bureau notes an increasing delay on the part of commands in forwarding to the Bureau certain reports which affect the pay status of enlisted men. This delay renders inaccurate the data in the Bureau regarding the number of enlisted men actually in the Navy at any one time, the number in each rating, and the number of complete years of service for pay purposes. This data is essential in administering three important factors:

- (a) The appropriation "Pay, Subsistence and Transportation, Navy".
- (b) The Recruiting Program.
- (c) The system of promotion of enlisted men.

The cooperation of all commands is desired to accomplish the forwarding, as soon as practicable, of:

- (a) Service records of men who have been discharged, died, deserted, retired, or transferred to the Fleet Naval Reserve.
- (b) Shipping articles of men enlisting or re-enlisting.
- (c) Pages 9-10 of the service record when changes in rating are made or upon completion of a four year period of service for pay purposes.

ASSESSMENT FOR LOST MOTION PICTURE FILM.

During the past ten months there have been nine instances of sound motion picture film (valued at \$2200) lost overboard. All of this film was comparatively new and required replacement in order that circulation might be completed to outlying stations. In every case the Bureau has considered the loss overboard to have resulted from the carelessness of personnel. Attention is invited to the fact that each can containing an eight-reel program represents a cost to the government of more than \$400.00. The frequency of losses overboard would indicate that this property is not being safeguarded commensurately with its value. Heretofore it has been the policy of the Bureau, in complying with the provisions of Article E-7306, Bureau of Navigation Manual, to assess small vessels, which have relatively small incomes, not in excess of one quarter's allotment regardless of the cost of replacement. In most cases this has represented only a portion of the loss. The remainder of the loss is deducted from the limited funds available for the purchase of new film. Consequently, all other ships and stations which patronize the navy motion picture service are adversely affected.

Hereafter, in cases of loss due to neglect or carelessness, the offending ship may expect to be assessed the entire cost of replacement.

RESERVE FORCES RADIO BROADCAST.

The Naval Reserve Division of the Bureau of Navigation and the Marine Corps Reserve Division of Headquarters Marine Corps presented a coast to coast radio program over the Columbia Broadcasting System on 29 March 1934. This program featured speeches by Rear Admiral W. T. Cluverius, U.S.N., Commandant, Ninth Naval District, and Major E. C. Long, U.S.M.C. Music was rendered by the Navy and Marine Bands.

This broadcast, the second of its kind, was of twofold purpose. First, for entertainment, and second, to acquaint the people of the country with the aims and objectives of the Reserve Forces of the Navy. These programs were conceived and compiled by Captain John Downes, U.S.N., Director of the Naval Reserve Division in the Navy Department, and created universal interest in reserve affairs.

SPONSOR FOR U. S. S. MAC DONOUGH.

The Secretary of the Navy has designated Miss Rose Shaler MacDonough, of 157 Christopher Street, Montclair, New Jersey, as sponsor for Destroyer No. 351, the U.S.S. MAC DONOUGH, named in honor of her grandfather, the late Commodore Thomas MacDonough, U. S. Navy.

It is contemplated to launch the U.S.S. MacDonough some time in April, 1934, but no definite date has, as yet, been set.

This vessel was authorized by Acts of Congress dated 29 August 1916 and 28 February 1931 and is the third vessel so named.

INADVISABILITY OF ARMY PARTICIPATING IN LEECH CUP MATCH.

The Navy Department has been informed by the Secretary of War that, due to the pressing demands on the regular Army in connection with the Civilian Conservation Corps project, it will again be inadvisable for the Army to participate in the annual Leech Cup Tennis Match.

The Leech Cup Tennis Trophy has been competed for annually between the Army and Navy from 1924 to 1932, inclusive, with the following results:

1924	Army	7	Navy	0
1925	Army	4	Navy	3
1926	Army	2	Navy	5
1927	Army	0	Navy	7
1928	Army	3	Navy	4
1929	Army	1	Navy	6
1930	Army	1	Navy	6
1931	Army	3	Navy	4
1932	Army	2	Navy	5

CHANGES IN CONCESSIONS GRANTED BY UNIV. OF ARIZONA.

A letter from the University of Arizona states that concessions granted to sons and daughters of navy personnel will be extended only to officers and enlisted men on the active list. Copies of the Bureau of Navigation pamphlet, "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1928" should be corrected accordingly.